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uncommon sense

by Tom Payne

Wow! What a month March has been. First came the news that Ed Adams and Susan Dierdorff Taylor had won the Rolex Awards, then word from Florida that the "Old Man" had been named the Boater of the Year by the Miami Herald, and as if that wasn't enough, USYRU presented the W. Van Allen Clark, Jr., award to our first Commodore, Dr. Hub Isaacks! All of this just reinforces what I've believed all along: We've got the best class in the whole world! Congratulations to All!!

A month for travel

March was a busy one — for yours truly. I made it down to the Midwinters and the Don Q, the first two events of the Winter Circuit, and there's more good news! We had a record turnout of 63 boats at the Midwinters, and then 57 showed up for the Don Q! And what competition! How many world champions, Olympic contenders, and superstars can one class handle? It was like a Who's Who of dinghy sailing! We'll have complete results in the June *BULLETIN*. If you missed it, you'll want to start making plans for next year.

When I returned home I had just enough time to wash my clothes, pack my suitcase and then jet-off to Ft. Worth, Texas, for the Spring Meeting of USYRU. Rear Commodore Pete Fenner has a complete report on the meetings, but I want to say one thing about USYRU.

I found out that the Snipe Class has a significant amount of credibility with other sailors in the U.S. We can make a difference in the decisions that USYRU makes, but only if we exercise our membership and let our voice be heard. I

urge all U.S. members to join and become involved in the governing body of our sport.

Snipe XP

Hey! Did you believe it? APRIL FOOLS! I couldn't help having a little fun. I wrote the story, and Randy Fridlund of Indianapolis did the drawing on his Macintosh computer. It was loaded with tip-offs. Avril is French for April. Skamt is Swedish for joke. Tromperie is French for deceive. Gelachter is German for laughter, and so on . . . And yes, we're sure that the Japanese could build such a boat, but the point is, why bother?

If you want such a boat there are plenty of them around. If you want the expense and technical gizmos and all of the headaches that such a boat would involve then go for it. I happen to believe that the simplicity and durability of today's modern Snipe is part of the reason that we're so popular around the world. It's great just the way it is. Now if only I had titanium rudder pintels...

Special thanks

Lots of people went out of their way to make this a special month for me. Mr. and Mrs. Diaz who opened their home to Vicki Nyshay and me during the Don Q. Where else wold you find a hostess who makes sandwiches for you to take on the boat?

M.J. Gillis took me flying in her plane, a wonderful diversion from the Circuit.

And special thanks to one of my all-time heroes, Mr. Ding Schoonmaker, who walked up to me at the USYRU meeting and complimented me on the *BULLETIN*.

Ding, my ego is still on cloud nine!

Finally, thanks to Vicki, who put up with my poor sailing on the Circuit. If anyone needs a first-rate crew give this lady a call!

John Muhlhausen...

set himself up for my barbs when he submitted point scores for Bozo Nunn III. (See Reichner report, April issue). Of course we were just kidding when we suggested that John was lacking in the I.Q. department, as anyone who knows Bozo realizes that no one comes close to being as dumb as he is. And anyone who knows John realizes that he is a beloved and valued member of the Class.

Caravan of dreams

If you're ever in Ft. Worth you won't want to miss it. It's a nightclub that is owned by our own Former Commodore, Mr. Perry Bass (1941). I've been in discos and nightclubs all over the world and I'd rate the Caravan right at the top. Great sounds, great prices and an atmosphere that you have to experience! Get Down!

Did you notice?

The April BULLETIN was 20 pages. I think it's the first time that it's been done. (Maybe the last?) I wanted to explore this as a way to keep current with our news and regatta reports, and we could do it three or four times a year, during the months when we have too much material for 16 pages.

Unfortunately the U.S. Postal Service just raised their rates, so we may have to eventually settle for 12 page issues to offset the cost. All non-major regattas would have to be eliminated, as would other items of general interest to the membership.

Hey, we may end up having to pay a *little* more for subscriptions, but I think it would be worth it. We shouldn't sacrifice in the one area that sets us apart from the other classes. I think our *BULLETIN* is the greatest. Let's keep it that way!

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SNIPE CLASS INTERNATIONAL RACING **ASSOCIATION**

MAY Volume XXXVII

1988 No. 5

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Notify Snipe BULLETIN of any changes, both old and new addresses complete with zip code. Allow a month to become effective.

at the masthead

FLASH!!!

Craig Leweck and crew Tom Fisher of San Diego, California, sailed a consistent Winter Circuit and captured the Zimmerman Trophy as top boat overall.

1988 Rolex Yachtsman of the Year, Ed Adams, with wife Meredith crewing won the Midwinters and Don-O.

Peter Commette and crew Tarasa Davis took the Gamblin, and Leweck and Fisher took the Bicardi.

Look for complete results in the June BULLETIN.

Two U.S. Sites Vie For **World Junior Title**

The 1988 Junior World Championship will be hosted by the U.S.A. The site will be either St. Petersburg, Florida, or Mission Bay, California. We will notify all National Secretaries as soon as the dates and site have been set.

Scoring: Low Point vs. Olympic. Which Is Best?

I was surprised to see the 1987 Snipe World Championship at La Rochelle, France, back on the Olympic Point Scoring System (from now on Olympic). Just to see what it looked like, here are the results calculated also with the Low Point Scoring System (Low Point from now on).

Under the Low Point, Carabelli and Grael are tied in first place, but as per the new tie-breaking rules just approved in 1987 (the first thing is to use the dropped race) Carabelli is the champion. And he deserves it! He has only one race with two digits, the dropped race. He showed more consistency than Grael and Lange, both having two two-digit places. The same can be said about Rita, Spain, and Utada,

CIRCULAR LETTER

One mast builder has raised the question of using non-uniform taper in the mast above the stay intersection. The Rules Committee intends that the taper should be essentially uniform above the stay intersection and we are issuing this Circular Letter to clarify this point.

> Dan N. Williams Rules Committee Chairman SCIRA

Japan: The worst counting race for Rita is a 10th while Utada hás a 13th and a 16th, both counting.

Question is: What do you want to favor, consistency (Low Point) or flashing performance (Olympic)?

Another advantage of the Low Point is its easy calculation to the point that the competitors can figure out the scoring while in the racing course and make a smart decision in their tactics.

Why should we favor the flashing performances? The Olympic Scoring is on its way out of the Snipe Class.

Gonzalo Diaz, Sr.

MAY 1988

THE COVER: "Steaming" — Skipper Peter Commette and crew Ian Pretty of Miami, Fla., captured at the Midwinters. Tom Payne photo.

THE COUNT: Seventy numbers were issued. Five to the U.S., five to Denmark, and 60 to Japan.

NUMBERED SNIPES — 27204 FLEETS - 801

SCORING: LOW POINT VS. OLYMPIC 1987 Snipe World Championship, La Rochelle, France

FINIS	H POSITION			POINTS	
Low	Olympic	Skipper/Nation	Places	Low	Olympic
1	3	Carabelli, Uruguay	(19)-8-4-3-6-8-1	29.75	53.4
2	1	Grael, Brazil	13-1-2-(22)-8-3-3	29.75	47.4
3	2	Lange, Argentina	1-2-8-2-7-(14)-12	31.75	51
4	5	Rita, Spain	10-4-7-(13)-4-5-5	35	65
5	4	Utada, Japan	3-3-13-6-1-16-(37)	41.75	64.1
6	6	Borras, Span	14-6-3-15-5-(21)-2	45	71.4
7	7	Roquette, Portugal	(22)-7-5-1-3-19-15	49.75	74.7
8	8	Hanssen, Norway	29-(30)-1-7-9-10-9	64.75	94
9	9	Kai, Japan	15-10-(26)-5-21-9-6	66	100.7
10	10	Paradeda, Brazil	8-11-16-14-20-2-(21)	71	102

USYRU Spring Meeting Scores Points With One-Design Racers

by Pete Fenner

Rear Commodore Pete Fenner and Executive Secretary Tom Payne represented SCIRA at the United States Yacht Racing Union (USYRU) Spring meeting in Ft. Worth, Texas, in late March 1988.

An excellent Class and Fleet management seminar was conducted with the likes of Buddy Melges, Ian Bruce (Laser), and Bob Johnstone (J-Boats) participating. The class representatives for over 23 classes were present and insisted that the seminar be repeated at the Fall meeting in Cleveland, Ohio (October 1988). All local club and fleet captains will be invited.

Future BULLETIN articles will detail many of the fleet building ideas presented at the Ft. Worth seminar. For now, we (Pete and Tom) recommend that anyone in the Cleveland area plan to attend the Fall seminar. It is entirely devoted to building and preserving your local fleet and making sailboat racing more fun.

Major issues facing the representatives at this USYRU meeting were proposed changes to Rule 26 (advertising), Rule 54 (kinetics), and Appendix 1 (Who is a professional?) Extensive debate was carried on in the Judges Committee, the Olympic Committee, and the Rules Committee as well as the One Design Class Council (ODCC) which your representatives attended. The following is a summary of the actions recommended to the USYRU Board of Directors on each of these issues.

Advertising ...

Currently, Rule 26 (advertising) is one of the few rules which cannot be altered by the sailing instructions. (See Section 3.1 of the USYRU or IYRU rules). Several rewordings of the rule were proposed.

After consideration of the desired objectives of some classes and regatta organizers, it was proposed that Rule 26 be deleted from Section 3.1 of the rules. This allows modifications of the rule by classes and regatta organizers in their sailing instructions. If adopted, this would allow the Hobies, sailboard and other classes who want to allow various levels of advertising on their boats to define what is allowed for each event in their sailing instructions.

Keep in mind that the SCIRA By-Laws, Section 16, strictly limits the markings on a Snipe sail and these shall not be changed by the sailing instructions for a SCIRA sanctioned event.

Rule 54 . . .

The International Yacht Racing Union

(IYRU) rules committee had proposed a new version of Rule 54 which severely restricted pumping, ooching, and rolltacking in terms even more ambiguous than the current wording. There was almost unanimous agreement that the new wording is totally unacceptable, unworkable, and detrimental to the sport. The majority felt that the current wording is familiar to sailors and the major issue is one of understanding, compliance, ethics, and enforcement.

There was strong sentiment that competitors, not judges, should enforce all the rules, including Rule 54. Many felt that sailors will protest offenders if they understand what is viewed as legal and what is not.

The one design classes directed their USYRU secretary to pursue sponsored funding of a videotape which will demonstrate proper and improper action and emphasize the competitors' responsibility to enforce the ethics of the sport. When the leaders of the class speak out against intentional breaking of the rules and protest cheating, the other responsible competitors will back them up. This, sport is what we make it, and we can make it competitive and fun without cheating.

Professionalism . . .

Who is a professional in our sport? This question brought forth wide opinions. Buddy Melges, Ian Bruce and many others feel that the top sailors, the elite, are required to put back into the sport what they take. Buddy feels that this is the essence of sportsmanship. Fleet champs should sail with less skilled sailors and give advice. Ian felt that the presence of the elite sailors who help others is essential to the success of the local fleet. Future BULLETINS will carry more detail on these subjects.

The "high-powered" offshore racing folks don't want the "hot-shot" sailors who are also sailmakers to be allowed to help other sailors, or even compete in their events. The proposed new Appendix 1 has a very broad definition of a professional aimed at preventing what the offshore people don't want ... So broad that a secretary for North Sails, an engineer working for Harken, or SCIRA's Executive Secretary could be defined as a professional because they derive their living indirectly from racing sailboats, even if they have never sailed before!

Most representatives felt that this proposal was ridiculous. However any constructive action on this issue was overshadowed by the Olympic proposal discussed later in this article.

Rear Commodore Pete Fenner plans to make a proposal on Appendix 1 to Bill Bentsen, chairman of the USYRU Rules Committee. His proposal will center around the idea that a professional is a person who gets paid directly for racing a sailboat or races for cash prizes. A definite mechanism will be included for industry people (boatbuilders, sailmakers, et al) to declare their amateur status by certifying that they have not participated in any of the overt acts of professionalism defined in the rule.

Folks, Pete is not proposing a change to the SCIRA By-Laws Section 15 which clearly protects the amateur status of industry personnel. Pete is just attempting to help USYRU define an optional Appendix in the rules. The Appendix might define an act of professionalism which Snipe sailors might not agree is professionalism.

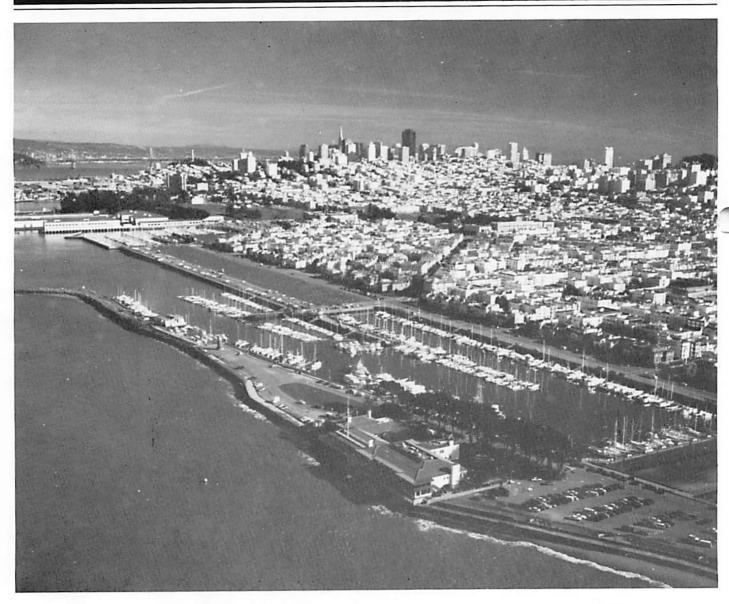
The USYRU/IYRU, if left on their own, might come up with a definition of a professional which casts ambiguity over our current By-Laws and rules. This would cause our Fleet, District, National and International officers unnecessary pain and effort. It could even require a change in our rules and By-Laws to overrule their actions. If we can avoid this by influencing their rule making, then our efforts will be worthwhile.

Open the sport of Olympic sailing to all professionals and amateurs. The Multihull Class Council made this resolution to the Inshore Council. The USYRU Olympic Committee opposed the idea because the USA has done so well with the amateur venue. Others felt that the U.S. Olympic sailors were just disguised professionals who "laundered" their income through 501.C.3 trusts. Some felt the Corinthian tradition of yacht racing demanded an amateur event, and that professionalism would ruin the Olympics. The Inshore Council took a vote and the resolution passed and was forwarded to the USYRU Board for action. At this writing we do not know how the Board voted. (Eds. Note: It was defeated!)



RACING IS JUST ONE OF MANY PLEASURES ON JULY 30-AUGUST 5 WHEN THE U.S. NATIONALS COMES TO. . .

SAN FRANCISCO BAY





San Francisco Bay Fleet 12 is hosting this years' National Championship and as plans unfold, it is looking like an unprecedented event. Start making your plans now to spend July 30 through August 5 in beautiful San Francisco. Here are some of the developments and info you might need to begin your planning.

Fleet 12 has joined the forces of Encinal Yacht Club in Alameda (across the Bay from S.F.) and St. Francis Yacht Club (on the Marina in S.F.) to run the regatta. Encinal YC, located along the Oakland Estuary, is blessed with warm weather and has the best small boat sailing in the Bay. Local sailors love sailing out of Encinal: The list of pluses is long but includes the weather as mentioned, a pool, snack bar, full restaurant/bar, full locker/shower/sauna facilities, R-V parking, a motel 50 yards from the Club, nearby babysitting services ... the list goes on!

The famous St. Francis Yacht Club, on the Marina in San Francisco, brings its world-class race management team to organize and run the on-the-water aspects. Their vast experience will guarantee races of national championship caliber. Our awards banquet will be a splendid event at the St. Francis — known for its superb dining with the best view of the Golden Gate anywhere in San Francisco.

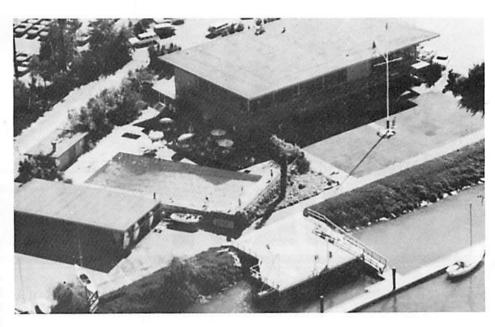
Sailing conditions: we all know it never rains in California . . . well, it's true! August brings almost no chance of what summer brings to the rest of the country — thunderstorms. The Bay Area offers a unique climate with many microclimates of weather. It's not unusual to have temperature differences of some 30 degrees within a 10 mile radius. San Francisco tends to be windy, foggy, and cool while in Alameda the fog dissipates, the winds are less and it's warmer.

Typical daily conditions are foggy mornings that "burn off" to produce sunny skies and a predictable westerly breeze of from 10 to 18 knots. GREAT sailing conditions! San Francisco has a notorious reputation for the "big blow" of 20 to 25 knot winds and strong currents especially in the central Bay near the Golden Gate and in the Olympic Circle directly downwind from the Gate. This is not where we're sailing! We will be sailing out of the mouth of the Oakland estuary, south of the Oakland Bay Bridge in what's known as the South Bay - almost at right angles to the wind coming through the Gate and protected by the Seven Hills of San Francisco. It is a beautiful area for small boats with 15 to 35 foot depths and a light to moderate current that sweeps crosswise through the racing area. Water temperature is chilly and sailors are encouraged to have a wet or dry suit at their disposal.

The trip home from the racing area down the Estuary produces even better weather with sailors commonly shedding sailing gear so that by the time they reach Encinal they're in shorts, ready for volleyball or a dip in the pool.

Ideas abound for activities during this great week. Opening ceremonies with a military band start out the festivities. Several poolside barbecues, an estuary cruise to "partake" of the many waterfront restaurants along the estuary, are but just a few of the events in planning stages. Of course there is always sightseeing in San Francisco: Tour Alcatraz, Fisherman's Wharf, Ghiradelli Square; even zip up to Napa Valley for a wine tasting, it's only one hour away.

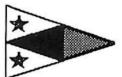
"Predictable westerly breeze of from 10 to 18 knots. Great sailing conditions!"



They've even made housing easy. R-V parking is available in the Encinal lot (no hookups and no tents) and the Club's facilities are available to campers. But the *best* is the motel right next door, and we mean right next door! The Marina Village Inn, (415) 523-9450, is offering Snipe sailors discounted room rates of \$45/night — terrific rates for summer in San Francisco. If you book early there'll be plenty of room for us all. There are other hotels nearby and some fleet members' homes will be available. For housing info contact Ned Niccolls at (415) 838-8023 or (415) 620-4539.

As a note to those who might be flying to the Nationals, both SF International and Oakland International service the area with Oakland being closer and more convenient.

The San Francisco Fleet is psyched to put on a great regatta. More information can be obtained by calling (800) 227-8352 or in CA (800) 982-5839 and ask for Packy Davis. Let's make plans to say "California Here We Come!"



St. Francis Yacht Club (opposite page), on the Marina, San Francisco — best view of the Golden Gate in all of San Francisco where the 1988 awards banquet for the Nationals will be held.



Encinal Yacht Club (above), on the Estuary, Alameda — great small boat facility, pool, motel next door — all the facilities to host a great U.S. Nationals.



Ed Adams and Susan Dierdorff Taylor flank SCIRA Commodore Jerry Thompson. (M.J. Gillis photo)



Dr. Hub Isaacks

Gonzalo Diaz Sr. (Tom Payne photo)



Ed Adams, Gonzalo Diaz Sr., Dr. Hub Isaacks, Susan Dierdorff Taylor

HARVEST OF HONORS

March has been a wonderful month for our class, with Snipe sailors walking away with some of the most prestigious awards in yachting.

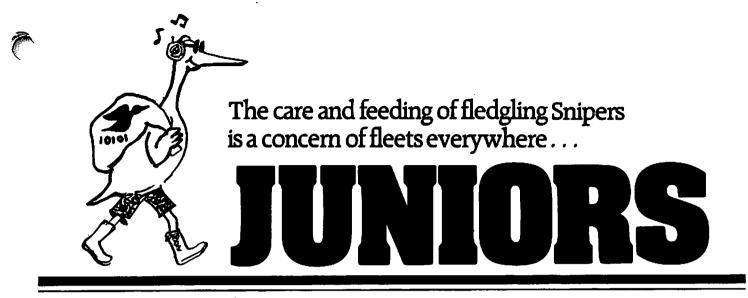
Dr. Hub E. Isaacks, our first Commodore, was presented with the W. Van Allen Clark, Jr., Trophy by the United States Yacht Racing Union at the Spring Meeting in Ft. Worth, Texas. This award is presented annually to "the American sailor who best exemplifies the ideals and traditions of good sportsmanship." Dr. Isaacks is the second recipient of this award, following Mr. Buddy Melges of Zenda, Wisconsin, who won in 1986.

It was a clean sweep for our class as the 1987 Rolex Yachtsman and Yachtswoman of the Year awards went to Mr. Ed Adams and Mrs. Susan Dierdorff, both Snipe sailors! The presentations were made by Mr. Roland Puton, president and CEO of Rolex Watch, U.S.A. at a luncheon at the New York Yacht Club.

Members of USYRU nominated one candidate for each award, and the final selection was made by a committee of yachting journalists chaired by USYRU Executive Director Steve Black.

Former Commodore Gonzalo Diaz, Sr., of Miami, Fla., was named the "Boater of the Year" by the Miami Herald, joining previous winners such as Mark Soverel, Richard Bertram and Don Aronow. The "Old Man," as he is affectionately known to his friends, was honored for his years of dedication to one-design sailing.

We join the entire SCIRA membership in congratulating these outstanding individuals on their stellar achievements and we thank USYRU, Rolex Watches, and the Miami Herald for recognizing something that we've known all along: The Snipe Class has always attracted the finest people and the best sailors!



SAILING IS FOR FAMILIES

Tom Payne, our new Executive Secretary (and a really first class representative of our class) has asked Means and me to share our thoughts on Snipe sailing and juniors. Those of you who know my daughter, Tarasa, and how active she has been, as both a crew and a Snipe skipper, will understand why he asked us. While my son Means became inactive during his college years, we expect him to be racing again soon once he is settled into being an adult. I can say without reservation that raising both our children in the Sniping tradition was the most important influence in who they have become as adults. Some people give us credit for raising neat kids - we give it to the Snipe Class.

by Means and Peggy Davis

One of the strengths of the Snipe Class has always been family involvement. When your children are interested in the same activities that you are, there is no generation gap. You know the same people; you endure the same difficulties; you are striving toward the same goals. You party together; your kids grow up seeing adult life as it is, not as parents who never socialize with their children might try to portray it. While this may be daunting to those of you who have never tried it, I strongly believe that permanent deepseated relationships are formed this way. Sailing families grow together; and they stay together. This situation does not occur automatically. It is the result of a lot of compromise, patience, and forethought.

The Junior Sailing Program available to Snipe children varies from the nearprofessional training at San Diego to that at many clubs where there is no program at all. I personally like a program which allows young children to skipper a safe boat at a ridiculously early age, just sailing and becoming familiar with the environment at the club. Most clubs that have such a beginners' program usually provide some form of racing for juniors only. I feel strongly that this junior racing should not be scheduled opposite club races; I have found that more kids have a lot more fun sailing as crews; there may be two or three hot shot juniors who will enjoy racing against each other but the rest of the kids will get discouraged. The hot shots need to be picking the brains of the best adult skippers, so they need to crew in Point Score races, too.

Social activities for these children on shore is unbelievably important. They must be friends. Overnights, cookouts, minicamps, soccer games, service projects for the club — all of these will serve to make the kids feel an important part of club life.

So far I have been addressing the elementary school age child. A major hurdle occurs when the child is approximately 12, at least in lake conditions. (Ocean sailors with their higher winds have an entirely different timetable). At that time the kid who has been crewing for his father for several years begins to know more than

the old man; this is a time for the father to let go

The child should either begin skippering his own boat, or he should start crewing for the best sailor who will take him on. The family closeness that will develop will far outweigh the frustration of having to find a crew when you've raised one. You and your kid will be able to talk about the gybe mark, the foul situation, the puff that came down the wrong side of the lake — without having yelled at each other in those same conditions.

If a teenager chooses to skipper his own Snipe, there are several ways to make this experience a positive one. First of all, the boat should not be given and maintained by the family — the child must take responsibility for the care of the boat, and should be financially involved. It is his boat — in this respect he is an adult. This is what he wanted; this is what he should get. He should help pull his boat after races and pack it up. All re-rigging and maintenance should be his. You are doing him no favor to let him be a "pro" who has a support staff.

While I have always kept in mind people who would like to crew (both for my children and other fleet skippers) it is the responsibility of the child to make all crew and regatta arrangements.

(Continued on page 10)

"Social activities on shore are unbelievably important. They must be friends. Overnights, cookouts, games, projects — all will serve to make the kids feel an important part of club life."

JUNIORS

(Continued from page 9)

One of the first learning experiences that the teenager will have involves his crew. It is not so easy as he had imagined to find a perfect one; how he handles the psyche of this relationship will go a long way toward insuring his eventual success in racing and in life. Your encouragement, advice, and sympathy is essential.

Even more important is your attitude toward his race results. The hardest thing for him to handle will be how badly he will do at times.

One of the best explanations I have found is one of simple logic: The other skippers aren't that much stupider than you; they have approximately the same equipment as you; they have years more experience than you; why should you be able to beat them? Emphasis should be placed on sportsmanship, effort, and fun — not just on winning!

I am a strong believer in splitting up the family into different boats at several times in the development of a Snipe Family. The husband and wife will be much happier in

different boats when they first start out. Then when they have learned enough to stay on top of the water, they should put their family back together again. A wife will trust an experienced skipper to be right; she will learn much more, quicker, than if she and her husband are struggling together with very little knowledge between them. The skipper will also learn quicker with an experienced crew in his boat.

Another obvious advantage for your fleet is that splitting husbands, wives and kids into different boats increases the number of active crews available to your fleet. But this only works if you make them have fun. Granted, it's easier to have fun in first place, but you skippers must put enjoyment and consideration as priorities.

As everyone has less and less free time, only activities that are fun for the whole family will be chosen for weekends. Snipe sailing should be a survivor, but only if the class thinks and puts its emphasis on the wholesome enjoyment it offers.

Socializing can not be overemphasized. When the races are over, everyone should gather around for a relaxed who-did-what-and-why. Just as with the juniors, all Snipers *must* be friends who enjoy being with each other. All ages should feel welcome, from the toddlers underfoot to

the former Snipers who now work on race committee, on support boats or just spectating. The strength of Sniping is its families.

JUNIOR SNIPE HYPE

What kind of sailors are these my mate; fit with tanned bodies, wearing headsets and sailing to the beat of rock and roll? Their gear is totally awesome and their faces are painted with florescent hot pink and turquoise zinc oxide. We are talking liquid treachery!

Can these sailors be taken seriously? Could they possibly be our next exec./sec., vice commodore . . . even commodore!

You bet! They are our future Snipe champions and sailing is their HYPE. So head up and take heed. These are our junior sailors, the backbone of our class ... the sailors of tomorrow.

The Junior Snipe Fleet needs our help. Below are some ideas to promote their growth. We welcome your thoughts!

- Junior Sipe Hype: Special section in the Snipe *BULLETIN* just for juniors to send in articles, pictures, etc.
- Junior Snipe Exchange Program/Clinic: Midwest sailors go to the

Development At Sobstad

Announcing for 1988, the ultra-quick AM-4 Main and TR-3 Jib. Both of these sails have carefully evolved from the race-winning designs of the past. Are they fast? Well,...

Sobstad Sweeps SCYA Midwinters

Sobstad wins overall Winter Circuit. Sobstad wins overall in Nassau.

While the other sailmakers have been busy changing names, we have been busy working for our customers. Giving them the attention they deserve. Call Craig Leweck or Mark Reynolds to find out what is new in the Snipe World.

SOBSTAD SAILMAKERS
SAN DIEGO

2832 Canon Street San Diego, CA 92106 (619) 226-2422 Telex 677638



coast for a week (housed with junior sailors) and learn ocean sailing. Ocean sailors in turn can come to the midwest and learn small lake fluky sailing. I realize last summer at the nationals, Lake Clinton was windless, but that is not the norm. After all, Dorothy and Toto didn't get sucked up by a U.F.O.! Also, it would be great to have collegiate men and women sailors putting on clinics for each district.

- Teen Snipe Leaders: Maybe a teen Governor or teen Ambassadors for each district. These leaders could help foster the Junior Program in their areas and meet with the officers and district governors at the nationals. After all, juniors have great ideas, too.!
- Donations: Donate Snipes, sails, trailers ... could be tax deductible.

As a mother of a Junior sailor who sailed in his first Junior Nationals last summer, and daughter of past SCIRA Commodore (Eddie Williams), I am excited about the renaissance of the Junior Program. We need your ideas and your support. If you would like to help foster the Junior Program please write or call Tom Payne of myself. Your positive input is welcome!

Mary Williams Voitenko SGS-7, Lake Lotawana, MO 64063 (816) 578-4783; Fleet 49

ITALIAN ESCAPADES

At the end of July when most other Snipers were off to Broadstairs for the Nationals, we were on our way to Rimini for the Junior Europeans, via Belgium, Germany, Austria, and into Italy. It took three days to get there, driving 1,000 miles towing the caravan and with the boat on the car.

The day before measurement was spent sailing and getting used to the conditions—light to medium winds and a short chop. Unfortunately it wasn't always like this!

The first two days of the championships were spent measuring — weighing the boat, position of the centre plate, mast, boom, rudder, centre plate and sails. In the morning the measuring was strict but in the afternoon, well ...!

The launching was easy — from a slip way and off from the harbour wall. The conditions on the water were not too good; not a day went past without a postponement of at least one-half hour.

The first day's racing was cancelled due to Force 7 winds and high waves. Day 2 dawned hot and sunny with a light wind. Sunbathing in the boats turned into trying to keep warm, when the wind came in at

a Force 6 with eight foot waves. The rest of the racing was held in winds ranging from Force 1-3.

All the people were really friendly, especially the Portuguese and the Danes. The Junior Europeans was eventually won by a Spanish team with three other Spanish boats in the top 10.

After Rimini we drove to the other side of Italy, to a town 30 km from Pisa. There we entered another three-day regatta, but this time a senior one. The weather was brilliant, hot and sunny, medium winds and a really hot sea. While waiting for the races to start we'd dive in to cool off. We were made to feel very welcome; the Italians were pleased to see an English Snipe.

Although we did not stand a chance of winning, it was a really good experience if only to meet other Snipe sailors.

My brother David and I would like to thank SCIRA Italy for the great friendship shown. It was a memorable experience. In return I hope that junior foreign crews will come to my home club, Blue Circle S.C., for the U.K. 1988 Junior Snipe Nationals, May 14-15. It may be possible to loan a Snipe. U.K. rules allow for a foreign crew to win and take the title of U.K. National Junior Champion.

Elizabeth Crouch, Blue Circle Snipe Fleet

Congratulations to Craig Leweck 1988 Snipe Winter Circuit Champion

1st Zimmerman Trophy (Overall Circuit) 1st Kelly Trophy (Overall Nassau)

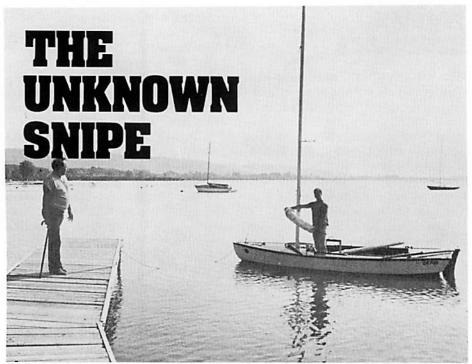
Says Craig, "It was a long, tough series. I really feel our equipment gave us the edge."

Craig's Equipment

Sobstad Sails
Proctor Mast and Boom
McLaughlin Boat

For More Information —

Sobstad Sails — Craig Leweck, 2832 Canon St., San Diego, CA 92106 Proctor Spars — Mike Segerblom, 412 29th St., Newport Beach, CA 92663 McLaughlin Boats — Steve Sherman, 4737 Adams Rd., Hixson, TN 37343



On Lake Balaton, Hungary, Joe Reichstetter watches Alexander Lewin aboard Snipe.

by David Lewin Fleet 372, Stone, Essex, U.K.

Deep in the heart of Central Europe there is the keenest Snipe enthusiast in the whole world. His name is Joseph Reichstetter, 64 years old, who in the 1950s was the Snipe champion of Hungary when there was a fleet of 40 Snipes on Lake Balaton — the largest lake in Europe.

I have corresponded with Joe since 1980 when as organizer of the Snipe display at the London Dinghy Exhibition I wrote to

every country sailing Snipes requesting a photograph for our display. Joe Reichstetter sent some pictures of what is now the last Snipe in Hungary.

This summer my wife, Persephone, finally had her way and we left London Airport on our pilgrimage to Keszthely to meet Joe and his wife, Bea. Transferring from "737" to train at Budapest we arrived at Joe's home town after a three and one-half hour train journey and were privileged to meet a most amazing individual.

In a land where boat materials are hard to come by was the Snipe that Joe had built himself. The construction is of carvel mahogany, the mast an old 470 stick, a wooden boom and the whole boat immaculate. The sails are ex-Roger Nylund in Finland with whom Joe is in touch although they have never met and the overall weight is not much over 380 lbs. The blocks are immaculate, hand made of wood, and a test sail on the lake was delightful, the boat responding to every puff without the slightest trace of weather helm — perfect balance.

Joe and Bea were expecting us to live with them in their small apartment but as we had already booked and paid for our hotel we compromised by dining each day with them. Their apartment is an Aladdin's



cave of Snipe memorabilia. There are models, half models, plaques, flags, badges, pictures, old Snipe *Bulletins* — a veritable Snipe museum. Their kindness and hospitality was overwhelming and just proves what a truly international class we have.

Swimming and sightseeing made our three days pass all too quickly and after a very emotional farewell we were on our way back to Budapest.

You may wonder what Hungary is like in 1987. The answer, in a word, is fabulous! Apart from some red tape with visas and currency changing there are no restrictions of any kind. Budapest must be the most wonderful city in Europe — so beautiful and so romantic. We stayed in three star hotels and these were cheap and excellent, the equal of hotels anywhere. Food and wine are cheap and plentiful and delicious. The country and the buses and trains are spotlessly clean, the men are handsome and the women beautiful and smartly dressed. Transport, including taxis, is cheap and efficient and runs to time.

Although Joe will probably be embarassed by this mention of him, I hope that anyone reading this who has any Snipe memorabilia, stickers, club logos, flags, etc., might feel like sending him a momento from their fleet to add to his collection.

His address is: Joseph Reichstetter, Keszthely, Rakoczi ter 13.IV.5, H-8360, Hungary, telephone: Keszthely 11-672, and if I can provide any information for anyone intending to visit this part of the world they can reach me: David Lewin, 53B Traps Hill, Loughton, Essex, IG10 1TD, England, telephone: 01-508-5104.

Don't forget the Unknown Snipe!





MAY 28-29, SOUTHWESTERNS. Fleet 1, Dallas, TX. Jim Slomski, 83 Northwoods, Lewisville, TX 75067, (214) 436-5510.

JUNE 4-5, SNIPE HUNT, Barefoot Sailing Club, Craig Jones, 5261 Sunset Trail, Marietta, GA 30067, (404) 992-0395.

JUNE 4-5, RIFF RAFF REGATTA. Fleet 433. Mike O'Toole, 4301 Dirchton Ct., Dayton, OH 45424.

JUNE 11-12, WOLVERINE REGATTA. Fleet 520. John Alexander, 1916 Sunrise, Ann Arbor, MI 48103.

JUNE 11-12, GOVERNOR'S CUP. Fleet 91. Tim Dixon, 836 Lorraine, Springfield, IL 62704

JUNE 11-12, DISTRICT IV CHAMPIONSHIPS, Ron Payne, 1116 Ponce DeLeon Dr., Ft. Lauderdale, FL 33316, (305) 522-4226 (H), (305) 462-0270 (O).

JUNE 11-12, COLONIAL CUP, Severn Sailing, Tim Cusack, 15 Copley Ct., Annapolis, MD 21403.

JUNE 18-19, NEW YORK STATES, Cuba Lake. George Hock, Jr., 92 Wildmere Rd., Rochester, NY 14617, (716) 338-2191 (H).

JUNE 18-19, FIREWATER REGATTA. James Russell, 450 So. 53rd, Lincoln, NE 68510, (402) 483-5961.

JUNE 18-19, CARLYLE SILVER CUP. Fleet 705. John Sepanski, 7781 Wooddale Ln., St. Louis, MO 63121.

JUNE 18-19, DISTRICT II CHAMPIONSHIP. Fleet 14. Ed Olson, 3016 Elmhurst, Oklahoma City, OK 73210.

JUNE 18-19, WHITEMORE-ST. JOHN REGAT-TA. Fleet 231. Shawn F. Sullivan, 474 Spring St., Naugatuck, CT 06770.

JUNE 18-19, BOLDE MOTHERS' IN-TERGALACTIC REGATTA. Leo Murphy, Jr., P.O. Box 5, Cuba, NY 14727.

JUNE 24, DISTRICT I JUNIOR CHAMPION-SHIP. Lee Griffith, 16 Orchard Way, Yardley, PA 19067.

JUNE 25, DISTRICT I CHAMPIONSHIP. Pine Beach Fleet 256. Lee Griffith, 16 Orchard Way, Yardley, PA 19067.

JUNE 25-26, MICHIGAN STATE CHAMPION-SHIP (OPEN). Grand Rapids Fleet 137. Daniel E. Conway, 1514 Edgewood SE, Grand Rapids, MI 49506.

JUNE 25-26, BROADSTAIRS INTERNATIONAL, Broadstairs S.C., John Broughton, 24 Empress Dr., Chislehurst, Kent BR7 5BD, England.

JUNE 30-JULY 3, FINNISH NATIONALS, Lohja, Finland. Roger Nylund, P.O. Box 169 SF-20101, Turku, Finland.

JULY 1, DISTRICT 5 JUNIOR CHAMPION-SHIPS, Cuba Lake YC, George Hock, Jr., 92 Wildmere Rd., Rochester, NY 14617, (716) 338-2191 (H).

JULY 8, DISTRICT III JUNIOR CHAMPION-SHIP. Jerry Lohmeyer, 1768 Roslyn, Grosse Pointe Woods, MI 48236. JULY 9-10, DISTRICT 5 CHAMPIONSHIP (SRS.), Chautauqua Lake, George Hock, Jr., 92 Wildmere Rd., Rochester, NY 14617, (716) 338-2191.

JULY 9-10, WINCHESTER INVITATIONAL. Winchester Fleet 77. Ron Sandstrom, 1 Carl Road, Arlington, MA 02174.

JULY 9-10, DISTRICT III CHAMPIONSHIP, Jerry Lohmeyer, 1768 Roslyn, Grosse Pointe Woods, MI 48236

JULY 16-17, TEXAS STATE CHAMPIONSHIP. Greg Gust, 332 Columbia, Rockwall, TX 75087.

JULY 23-24, NEW ENGLAND CHAMPIONSHIP. Eastern YC, Marblehead Fleet 797. Peter Schwarzenbach, 14 Merritt St., Marblehead, MA 01945.

JULY 29-31, U.K. NATIONAL CHAMPION-SHIPS, Stone S.C., Essex. John Broughton, 24 Empress Dr., Chislehurst, Kent BR7 5BD, England.

JULY 30-31, U.S. JUNIOR CHAMPIONSHIP, SCIRA District VII, Dick Loomis, 2429 Debbie Way, Calistoga, CA 94515. Phone (707) 942-4006.

JULY 30-31, ATLANTIC COAST CHAMPION-SHIP. Narragansett Bay Fleet 17, Jens Hookanson, P.O. Box 3322, Newport, RI 02840.

AUGUST 1-4, U.S. NATIONAL CHAMPION-SHIP, SCIRA District VII, Dick Loomis, 2429 Debbie Way, Calistoga, CA 94515. Phone (707) 942-4006.

AUGUST 6-7, NORTHEAST CHAMPIONSHIP. Ocean City Fleet 799. Deke Sheller, 627 N. Pinehurst Ave., Salisbury, MD 21801.

AUGUST 13-14, BRITISH SOUTHEAST CHAM-PIONSHIP, Maldon YC, Essex. John Broughton, 24 Empress Dr., Chislehurst, Kent BR7 58D, England.

AUGUST 13-14, BRIODY, Newport YC, George Hock, Jr., 92 Wildmere Rd., Rochester, NY 14617, (716) 338-2191.

AUGUST 27-28, ONTARIOS/CANADIAN NATIONALS, SCIRA Canada, Id Crook, 263 Sandwell Dr., Oakville, Ont., Canada. Phone (416) 827-4210.

AUGUST 29-31, WORLD MASTERS CHAM-PIONSHIP, SCIRA Canada, Id Crook, 263 Sandwell Dr., Oakville, Ont., Canada. Phone (416) 827-4210.

AUGUST 29-31, U.S. MASTERS CHAMPION-SHIP, Id Crook, 263 Sandwell Dr., Oakville, Ont., Canada. (416) 827-4210.

SEPTEMBER 2-4, NORTH AMERICAN CHAM-PIONSHIP, SCIRA Canada, Id Crook, 263 Sandwell Dr., Oakville, Ont., Canada. Phone (416) 827-4210.

OCT. 29-NOV. 5, WESTERN HEMISPHERE CHAMPIONSHIP, Kevin Blee, P.O. Box H.M. 1327, Hamilton HM FX, Bermuda.

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CHUBASCO 21633. Blue hull, white deck, excellent condition. Cobra II mast, Shore sails, Lindsey rudder, compass, cover, pole, Harkens. \$1,800. (617) 245-7574 /M/

MUELLER 22541. Yellow. Excellent condition, Cobra mast, trailer, North sails. \$2,200. Jerry Weber, (415) 965-4083. San Francisco area. /M/

McLAUGHLIN 23272. Red hull, antique white deck, recently redecked by McLaughlin with latest gear — Above deck mast puller, 15" magic box, split manisheet, etc. Heavy-duty Tennessee trailer, Ullman sails. \$2750. Tut Campbell, (404) 436-5664. 4117 Antler Trail, Smyrna, GA 30082 /M/

CARAJAH SNIPE 24774. Red, excellent condition, three suits sails (Shore, Ullman), full Harken race-rigged, top/bottom covers, trailer. \$1,795. Dan Andrews, 2963 Nurick Dr., Chattanooga, TN 37415, (615) 875-3322 evenings.

McLAUGHLIN 24440. Fleet champion. Yellow hull and deck with blue deck and hull stripes. New rudder and tiller and full top cover. '86 Shore and extra set of sails. Tennessee doubte trailer. Very good condition. John Corbett, day (616) 774-3722, eves (616) 245-4858. \$2,300. /Jn/

CHUBASCO 19063. White, Cobra mast, 2 suits sails, covers, trailer. \$1,300. Doug Smith, Webster, NY, (716) 872-2899 (H) or (716) 722-3892 (O). /Jn/

HELP WANTED. Boatbuilder. Young sailor who is looking for full-time employment as boatbuilder. Requires mechanical aptitude, intelligence and knowledge of sailboats. Come have fun working at McLaughlins. Call Steve Sherman, (615) 875-4040.

MUELLER 25250. 1982, white, Cobra II mast, Shore sails, top cover, 1985 EZ Loader Trailer,

scorecard

XIX ANNUAL COMODORO RASCO REGATTA Coconut Grove SC, Miami, Jan. 30-31, 1988 (Top 10 of 18 Boats)

Boat	Skipper/Crew	Fleet	Places	Points Finish	
23751	Ethan Bixby/Dave Hopkins	St. Petersburg	1-1-1-2-2	6.25	1
25084	Peter Commette/John Smoak	Boca Raton	2-2-5-1-1	10.5	2
25045	Buzz and Gail Heausler	Tampa	3-4-3-3-4	17	3
25172	Charlie and Michele Bustamante	Boca Raton	6-8-2-9-3	28	4
26395	Gonzalo Diaz Sr./Jose Cardet	Miami	7-5-6-4-6	28	5
23391	Charlie Hagedorn/Senet Bischoff	Miami	8-7-dnf-10-9	42	6
20688	Mike Zani/Barr Batzer	Miami	5-nf-ns-6-7	46	7
26486	Scott Weston/Charlie Lewis	Miami	4-ns-ns-5-5	52	8
24995	Tom Bremen/Aaron Haller	Miami	10-3-4-ns-ns	55	9
25872	Paul and M.J. Gillis	Melbourne Beach	11-ns-7-8-10	55	10

LAS VEGAS REGATTA Mision Bay Yacht Club, San Diego, CA, Feb. 6-7, 1988 (Top 5 of 24 Boats)

Boat	Skipper/Crew	Fleet	Places	Points Finish	
	Craig Leweck/Crews	Mission Bay	3-2-11-6-1-3-2-1	28.5	ı
	Robb Walker/Roweena Carlson	San Diego	4-6-1-5-5-6-8-4	38.75	2
	Jan Persson/Trevor Perich	Denmark	10-13-2-7-6-2-6-6	52	3
	Andy Barnes/Marcia Rohan	Mission Bay	1-14-3-1-pms-5-4-2	53.5	4
	Steve Bloemeke/Lisa Manzer	Alamitos Bay	6-4-13-2-4-1-5-pms	58.75	5

SCYA MIDWINTER CHAMPIONSHIP Alamitos Bay, Long Beach, CA, Feb. 13-14, 1988 (Top 10 of 39 Boats)

Boat	Skipper/Crew	Fleet	Places	Points Finish	
	Craig Leweck/Tom Fisher	Mission Bay	1-1-1-14-1	17	1
	Mark Gaudio/Eric Kingard	Balboa YC	15-3-5-3-6	32	2
	Steve Bloemeke/Lisa Manzer	Alamitos Bay	9-2-4-11-10	36	3
	Keith Dodson/Claudia O'Brien	Alamitos Bay	12-18-6-2-2	40	4
	Jack Franco/John Messinger	Balboa YC	11-11-8-5-5	40	5
	Charlie Cummings/Tom Devlin	Alamitos Bay	5-22-12-8-4	51	6
	Mike Segerblom/Brad Read	Alamitos Bay	2-20-23-1-11	56.75	7
	Jeff Lenhart/Ann Loutes	Mission Bay	10-6-26-4-17	63	8
	Mark Folkman/Kurt Mayol	King Harbor	3-8-9-23-24	67	9
	Nick Scandone/	Balboa YC	13-16-10-13-16	68	10

low mileage on both. Excellent condition. \$2,600. Bob Fooksman, 7702 John Hancock Lane, Dayton, Ohio 45459. Phone anytime (513) 435-5671 /M/

CHUBASCO 19790. All white, excellent condition. Cobra II mast, 2 suits Shore sails, trailer, top, bottom and rudder covers. \$1,900. Jeff Clark, Columbus, OH (614) 459-9193. /M/

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ALAX 25732. White hull and deck. Built for Mark Reynolds in Fall of 1984. Excellent race record. 3 jibs, 2 mains, all Sobstad. 2 rudders, top and bottom covers, Cobra II mast. Many extras. Ready to win! \$4,500. John MacCausland, (609) 428-3832. IMI SNIPE CLASS SHIRTS: 100% cotton, white or navy, S/M/L/XL \$28.00. Snipe Class Sweaters: 100% cotton, natural, S/M/L/XL \$33.00. Snipe Square Duffels: Codura in red, grey or royal, 24" \$30.00. All embroidered with Snipe emblem and your boat number: add \$4.00 per item for boat name. Snipe Class Caps: Solid white front and back with adjustable strap, embroidered with Snipe emblem, \$11.00. Specify embroidery color. Send check or MC/VISA info to: Custom Monograms & Embroidery, 151 Inwood Ave., Upper Montclair, N.J. 07043 or call (201) 746-6331. /M/

EICHENLAUB 20965. Grey deck, yellow hull, 2 suits of sails, trailer, rigged for racing. Good starter boat, \$1,400. Pete Charnley, (616) 949-1883. Grand Rapids, Michigan. /M/

MUELLER 21870. White, 2 sets of sails, 1 new set by Shore Sails, used only 10 times. Aluminum daggerboard, trailer and cover. Won many club races. \$1,250. Boat is in Saugatuck, Ml. Call: Tony Rodriguez weekdays (216) 434-5027, nights (216) 867-5438, weekends (616) 857-4192 (Saugatuck). /MJJ/

MUELLER 25428. Burgundy hull, cream deck, Sobstads, trailer, compass. Needs some TLC, boat is in St. Pete. Call Tom Payne at (404) 887-0110 for information. \$2,500 O.B.O.

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- 1st, 4th, 5th Nationals (Heinzerling)
- 1st Nationals (Crosby)
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- 1st, 2nd, 3rd Northeastern Championship
- 1st Don Q and Nassau
- 2nd, 3rd, 4th, 5th Southern Championship
- 2nd Midwinters

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